

2011

Big Bags

This year's summer floods provided the chance to use a new tool to keep water off the roads and motorists safe. Big Bags are large sand bags that unfold like an accordion to create a 15-foot long, 3-foot high by 3-foot wide storage compartment for sand. One system of Big Bags takes the place of 500 sand bags.



Bold Challenges for 2012

Bolder Five-Year Direction

To address a severe decline in funding for transportation, the Missouri Highways and Transportation Commission on June 8 adopted a plan that would reduce the size of our staff by 1,200, close 131 facilities and dispose of more than 740 pieces of equipment. By 2015, the proposed direction will save \$512 million for vital transportation improvements. As of Sept. 30, we had eliminated 667 staff positions, closed 23 facilities and disposed of 245 pieces of equipment. Those moves have allowed us to save \$177 million since March of 2010 when the initial plan was put into action. More than \$64 million of that money has been used to improve the state's rural roads.

We Are Committed to:

- Keeping our roads and bridges in good condition for as long as we can with the resources we have;
- Keeping our citizens safe; and
- Delivering outstanding customer service.

But . . .

The fact is that our construction budget has fallen by 50 percent. Without help, our system will deteriorate. We've tried to devote more resources to our minor road system – which is 80 percent of our mileage. These farm-to-market roads are critical to the rural economy. We've actually seen our minor roads improve by about 8 percent – but still, only 60 percent are in good condition.

Our bridges will always be a challenge. Even after the Safe & Sound program ends, we'll still have 2,500 deficient bridges in the state. On average, our bridges are 46 years old.

Our interstate highways cry out for improvement. I-70 is one of the nation's oldest interstates and is more than 35 years past its design life. We've known for some time that it needs to be reconstructed and needs added capacity. But we do not have the resources to undertake such a massive project.

We need to chart the future of our transportation system, protecting the investments we've made in our infrastructure, creating jobs and allowing the U.S. to compete in a global economy. We must work together to get our citizens to recognize that investments in infrastructure are not part of the problem, they are a big part of the solution.

BOLD ACTION

Report to the Joint Committee on
Transportation Oversight

Executive Summary



Missouri Department of
Transportation

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In This Report . . .

The 2011 Report to the Joint Committee on Transportation Oversight provides a comprehensive account of MoDOT's projects and finances from July 1, 2010 to June 30, 2011 and demonstrates our commitment to fiscal responsibility and wise use of taxpayer dollars. This executive summary highlights the key information included in the full report, which can be found at www.modot.org/newsandinfo/reports/annualreports.htm. In addition, it provides a summary of our 2012 legislative agenda, a look at some of our accomplishments over the past year and information on our Bolder Five-Year Direction.

2012 Legislative Agenda

Expand Public Private Partnership Authority

Current law effectively limits the use of public private partnership (PPP) to rail, port, aviation and other non-highway projects. This proposal would expand the use of PPPs for rebuilding the I-70 corridor between Kansas City and St. Louis and is estimated to save the department \$70 million to \$90 million in annual maintenance costs for I-70.

Driving While Intoxicated (DWI) Cleanup for Federal Compliance

Cleanup legislation is required to modify a portion of a 2010 state law that was passed relating to repeat DWI offenders. The modifications include clarifying community service as a component of DWI courts and establishing limited driving privileges consistent with federal guidelines. As a result of the provisions passed in 2010, \$16 million in MoDOT's federal funds is annually transferred to the MoDOT Highway Safety Program for expenditure solely on highway safety projects. Passage of this proposal will eliminate the transfer, restore \$16 million and allow flexibility to spend the funds not only on highway safety projects, but also on road and bridge construction and maintenance projects.



Commercial Driver's License – Medical Examination Requirements

This proposal would introduce a new state statute to implement federal requirements to report medical information for commercial drivers licenses. Compliance with federal law is necessary to avoid a \$30 million withhold in federal funds the first fiscal year Missouri is determined to be out of compliance and a \$60 million withhold the second and subsequent years Missouri is determined to be out of compliance.

Remove Post Termination Hearing Requirement Imposed on MoDOT

This proposal will eliminate a requirement for MoDOT to conduct formal post termination hearings and a requirement for the commission to render the final decisions.

Include MoDOT in the Move Over Law

This proposal would add stationary MoDOT vehicles displaying lighted amber or amber and white lights to the provisions covered in the state's Move Over Law, which requires motorists to either move over or slow down when approaching certain vehicles along the roadside.

Bold Progress in 2011

- Once again, a team of independent auditors certified that our finances meet generally accepted accounting principles – a ruling that shows we're being accountable with the resources we're given.
- Our roads are in better condition – 86 percent of major roads are in good condition.
- Fatalities in Missouri have decreased 35 percent since 2005 and are the lowest since 1949.
- We continue to bring projects in on time and under budget. The 473 projects completed in fiscal year 2011 came in 15.4 percent less than the project estimate for a savings of \$185 million.
- 83 percent of Missourians are satisfied with us, and 90 percent trust us to keep our commitments.



- We were recognized for having the most innovative project in the country – the diverging diamond interchange in Springfield. The recently completed kclICON project, which improved 4.7 miles of Interstate 29/35 in Kansas City, including a signature cable-stay bridge, was named Engineering News Record Midwest's 2011 Best Project, among other awards.
- We made several important corridor improvements, including Highways 36, 60, 63, 65, 67, 71 and 79.

Bold Initiatives and Innovations

Safe & Sound Bridge Improvement Program

More than 800 of Missouri's worst bridges are being repaired or replaced under the Safe & Sound Bridge Improvement Program. This was the busiest bridge year in Missouri history. In 2011, the Safe & Sound program delivered 350 projects – almost one bridge per day. Now more than 75 percent complete, the \$685 million program is more than a year ahead of schedule and should be complete by the end of 2012.



Adaptive Traffic Signals

To help reduce travel time, congestion and harmful emissions, we're testing adaptive signal systems on corridors in three communities - Lee's Summit, Columbia and Joplin. The system uses cameras to constantly count the number of vehicles at signalized intersections within a corridor and immediately adjusts the timing of the traffic light based on real-time information rather than fixed timing plans that have to be manually adjusted. Along the network, the cameras communicate with each other and automatically adjust the signal timing so traffic can clear the entire corridor without stopping.

Mississippi River Bridge

Progress continues on the Mississippi River Bridge. On Oct. 14, we opened the Missouri approach to the bridge, which will carry vehicles between the existing Interstate 70 and the cable stayed main span of the bridge. The cable stayed bridge is expected to be completed in early 2014. When completed, the bridge will create a new gateway between Illinois and Missouri that provides better connections to and through St. Louis. The project includes a landmark bridge structure, and the realignment and reconstruction of Interstate 70 and numerous local roads on both sides of the state line.